


SAFETY COMMISSION AGENDA STATEMENT

Item 6
Meeting Date 05/02/12

ITEM TITLE: Resolution of the Safety Commission of the City of Chula Vista accepting staff's progress report recommendations regarding the Seniors, Sidewalk and the Centennial Final Report for the Northwest Focus Area 1 (I-5/E Street/Fourth Avenue/I Street)

SUBMITTED BY: Principal Civil Engineer 

SUMMARY:

Over the past year, City staff and the consultant team of Safe & Healthy Communities Consulting and Walk San Diego have been working on the American Recovery and Reinvestment Act (ARRA) grant project and final report titled "Seniors, Sidewalks and the Centennial.

The final report focused on the senior community in western Chula Vista. The area was selected due to the higher percentage of seniors living in Chula Vista, west of Interstate-805. The issues that were evaluated consisted of active living, health, neighborhood walkability, barriers for walkability and walking to transportation needs for seniors. Since the western portion of the city is quite large, the area was divided up into three sub areas: Northwest Neighborhood, Northeast Neighborhood and the South Neighborhood.

This report focuses on one area of recommendations made in the final report. This area, the Northwest Focus Area 1 is bounded by Interstate-5 on the west, Fourth Avenue to the east, E Street to the north and I Street to the south. This first of three reports is being brought to the Safety Commission for disposition and acceptance of report recommendations. Staff has met and discussed the progress, status, and study's findings with the representatives involved regarding this focus area.

RECOMMENDATION:

That the Safety Commission accept staff's progress report recommendations regarding the Seniors, Sidewalk and the Centennial Final Report for the Northwest Focus Area 1 (I-5/E Street/Fourth Avenue/I Street).

DISCUSSION:

Grant background

Communities Putting Prevention to Work (CPPW) is a \$372 million nationwide grant program to combat obesity and tobacco use. The County of San Diego's Health and Human Services Agency (HHSA) applied for this grant and was awarded \$16.1 million under the obesity control component of the program by the Centers for Disease Control through American Recovery and Reinvestment Act (ARRA). The County of San Diego HHSA partnered with SANDAG to implement the components of this program related to regional planning, active transportation and safe routes to school, providing a total of \$3 million in grant funds. The grant programs are a component of the federal ARRA effort to provide economic stimulus funds.

On December 23, 2010, the San Diego Association of Governments (SANDAG) announced a Call for Projects of \$1.15 million in grants available to all eligible cities interested in applying for the "Communities Putting Prevention to Work (CPPW)" funds. This is a program of the County of San Diego Health and Human Services Agency ((HHSA) funded by the federal Centers for Disease Control and Prevention through the American Recovery and Reinvestment Act (ARRA). The City of Chula Vista applied for and received the Active Community Transportation (ACT) Grant.

The ACT grant program to implement the "Seniors, Sidewalk and the Centennial" grant focuses on the senior community in western Chula Vista. The objective was to understand their issues and then to work towards a healthier solution that improves the livability of seniors in the community. In addition, the team held numerous workshops with the seniors to discuss their specific needs for accessibility and nutrition. The goal of the workshops was to help the seniors lead a healthier lifestyle. The workshops also focused on pedestrian issues and infrastructure improvements with an emphasis on senior's specific needs in order to create a community centered on active transportation for people of all abilities. Historically, the city has worked with elementary aged pedestrians, but has not had a study that focused on the needs of the senior community.

For the Active Community Transportation (ACT) Grant, the identified project was the development and implementation of "Seniors, Sidewalks and the Centennial," a multi-modal transportation audit of seniors resulting in a series of prioritized pedestrian issues and infrastructure improvements focused on senior's specific needs, which will allow Chula Vista to create a community centered around active transportation for people of all abilities.

Due to their unique knowledge and the ability to meet the requirements of the grant, consultants *Safe & Healthy Communities Consulting* and *Walk San Diego* collaborated with City staff on the grant, as per the grant application. The project team used adopted City documents such as the 2011 Bikeway Master Plan, the 2010 Pedestrian Master Plan and the 2007 & 2011 amended Urban Core Specific Plan to help assess the needs of the senior community in western Chula Vista and to help made recommendations and documentation in a "Final Report for Seniors, Sidewalk and the Centennial" that are consistent with the objectives of each of these documents.

The final report focused on the senior community in western Chula Vista. The area was selected due to the higher percentage of seniors living in Chula Vista, west of Interstate-805. The issues that were evaluated consisted of active living, health, neighborhood walkability, barriers for walkability and walking to transportation needs for seniors. Since the western portion of the city is quite large, the area was divided up into three sub areas:

Focus Area 1 - Northwest Neighborhood,
Focus Area 2- Northeast Neighborhood, and
Focus Area 3- South Neighborhood.

On January 4, 2012, the Safety Commission passed Resolution Number SC-2012-1 concurring with staff and recommending the Chula Vista City Council accept the Final Report for the Seniors, Sidewalk and the Centennial grant and adopt the resolution.

On January 24, 2012, the City Council adopted Resolution Number 2012-014 accepting the Final Report, for the Seniors, Sidewalks and the Centennial.

This report focuses at the recommendations made in the final report regarding the Northwest Focus Area 1. This area, the Northwest Focus Area 1 is bounded by Interstate-5 on the west, Fourth Avenue to the east, E Street to the north and I Street to the south and being brought to the Safety Commission for disposition and acceptance of report recommendations. A priority matrix list was produced and prepared which incorporated the unique needs of senior and disabled pedestrians in this focus area (see attached).

Staff has met and discussed the progress, status, and study's findings and recommendations with the representatives involved regarding this focus area as follows:

Priority 1.1 (vehicle speed), 1.6 (parking), 1.7.3 (K Street lighting), and 1.7.4(Broadway lighting)

Issue: Too many cars going too fast; too many cars parked along Broadway obstructing the view when crossing; it is too dark for pedestrian and there is a need for more lights.

Solution discussion and status:

Vehicle speed issue- one of the suggestions is to add bumps on Broadway. Per City Council Policy, Broadway does not qualify for speed humps.

Lighting issue- all existing lights along Broadway are per City Standards.

Parking, speeding, and lighting issues- the Urban Core Specific Plan (UCSP) calls for additional pedestrian improvements, bike lanes, additional lightings, narrower lanes and/or medians. This is an ongoing and long-term goal as more redevelopment occurs, compliance with UCSP and other City requirements will be met. The City will need to work with and evaluate businesses' parking needs and demand and some of the businesses' one-street parking will have to be removed. Also, any new development requires a building permit within the UCSP area will trigger compliance with these additional improvements. In addition, Broadway bike route designation needs to be changed and revised to bike lane by amending the Bikeway Master Plan. The next update for the Bikeway Master Plan is in fiscal year 2015/2016 time frame.

Priority 1.2 (crosswalk), and 1.7.1 (midblock crosswalk)

Issue: Unsafe crossing - cars traveling southbound on Broadway turning left onto Sierra Way cross the intersection incredibly fast or use the street as a place to make a U-turn, a crosswalk is needed.

Solution discussion and status:

Some of the recommendations call for additional pedestrian improvements in western Chula Vista, such as enhanced crosswalks on Broadway, similar to those already constructed on Fourth Avenue at Westby Street and at Orsett Street.

Staff has completed the “installation of pedestrian crosswalk” warrants study along Broadway, between K and L Streets, per City Council Policy. The study uses a warrant system to assign points based on pedestrian volumes, approach speed, sight visibility at the intersection, adequate crosswalk lighting, pedestrian gap time, and other factors. As a result of the study the intersection received 4 points out of a possible 28 points where a minimum of 16 points are required to warrant the installation of pedestrian crosswalk. Therefore, staff will not recommend the installation of pedestrian crosswalk at this intersection at this time and this issue was discussed during above-mentioned meeting.

There are over 26,000 ADT of vehicles along Broadway between K and L Streets. There are many studies reported pedestrian accidents at intersections are higher with marked crosswalks than at those without. One explanation of this apparent contradiction of common sense is the false sense of security pedestrians feels at a marked crosswalk.

When this section of Broadway is scheduled for paving, we will have to do public meetings in order to make the changes mentioned in the UCSP. Depending on the consensus from the corridor businesses and residents, crosswalks will be re-evaluated at that time.

Priority 1.3 (bus schedule)

Issue: MTS –bus schedules on Sunday

Solution discussion and status:

Transit Division is reviewing. Schedule is based on demand.

Priority 1.4 (no marked crosswalks)

Issue: There are no marked crosswalks and not enough timing to cross at Broadway and K Street Intersection.

Solution discussion and status:

It will be added as part of the City Pavement Rehabilitation Program. In regard to signal timings, it has been reviewed by the City’s hired consultant with no additional timing required. However, count down pedestrian indications will be scheduled for installation as part of next year CIP project.

Priority 1.5 (lighting at private alley)

Issue: Alley just south of K Street off Broadway is too dangerous and needs lighting.

Solution discussion and status:

All existing lights along the alley are per City Standards. Additional lighting may be added on existing wooden power poles through SDG&E but the businesses and/or local residents would be required to pay the monthly cost associated with it. Therefore, it is up to the property owner to install dusk to dawn lighting by calling SDG&E at 1-800-411-7343.

Priority 1.7.2 (ambulances and noise) and 1.7.5 (high grade)

Issue: Ambulances using Broadway are very noisy, routes need to be changed; existing road and sidewalk grade are very high along Broadway near "C" Street.

Solution discussion and status

Emergency responders utilize most direct route to all calls for services.

With regards to the high sidewalk/road grade, there are no possible improvements to be made to an existing established neighborhood community due to the topography. No changes are possible for both issues.

Priority 1.7.6 (slanted driveways)

Issue: Slanted and angled driveways are too hard to use with walker.

Solution discussion and status

Any new redevelopment within the City requires a building permit will trigger developer to design and construct new ADA compliance driveways.

All other recommendations made by the senior community, such as tree trimming to provide better sight distance and visibility or sidewalk repair issues have already been forwarded to the Public Works Operations staff, since those are routine matters that do not require additional approvals. Please see attached for more information regarding the status and findings summary of each of the recommendations listed at Focus Area 1.

CONCLUSION:

Urban Core Specific Plan (UCSP) along Broadway between "C" to "L" Streets calls for additional pedestrian improvements, bike lanes, additional lightings, narrower lanes and/or medians. Most of the improvements suggested in Focus Area 1 are not cost effective to do without being included in future pavement rehabilitation program, other CIP projects, and/or part of future UCSP redevelopment projects.

This report focuses at the recommendations and evaluations made in the final report regarding the Northwest Focus Area 1 (I-5/E Street/Fourth Avenue/I Street) and being brought to the Safety Commission for disposition and acceptance of the recommendations.

FISCAL IMPACT:

There is no fiscal impact.

ATTACHMENTS: Seniors, Sidewalks and the Centennial Progress Report Summary for Focus Area 1.

Barriers to Walkability and Reliability for Chula Vista's Seniors and Disabled							
Focus Area 1: Northwest - I-5/E St/4th Ave/I St - Progress Report							
Priority	Number of votes	Location	Problem	Solution	Implementation Measure	Staff Assignment	Status
I.1	16 votes	Broadway corridor (and K to L mentioned specifically)	Treated as a freeway, too many cars going too fast	Community suggested speed bumps; we recommend other traffic calming measures: road diet, stripe the parking lane, add a bike lane, add a landscaped median, if midblock crossing is added it should be raised	Urban Core Specific Plan (UCSP) calls for additional pedestrian improvements, bike lanes, narrower lanes and/or medians. Will evaluate but someone-street parking will have to be removed.	Muna & Erica to conduct study and prepare report to safety commission w/ recommendation.	Per City Council Policy, Broadway does not qualify for speed humps.
I.2	9 votes	SB crossing of Sierra Way at Broadway	Unsafe crossing - cars travelling SB on Broadway turning left onto Sierra Way cross the intersection incredibly fast or use the street as a place to make a U-turn, needs a crosswalk	Evaluate need for crosswalk in area.	Will conduct a crosswalk study per Council policy and make a recommendation. Could be sent to Safety Commission for a recommendation.	Muna & Erica to conduct study and prepare report to safety commission w/ recommendation.	Per City Council Policy, this intersection did not warrant the installation of a X-walk. There is only 195 additional feet to walk to the bus stop, if using the X-walk at 'K' St.
I.3	8 votes	(General - see problem)	I walk all the way to St Rose of Lima (3rd and H St) because there aren't any good bus schedules on Sundays	MTS - bus schedules	Refer to Chula Vista Transit & Metropolitan Transit System staff.	FXR to discuss w/ Andy Trujillo.	Transit Division is reviewing.
I.4	7 votes	Broadway and K St	No marked crosswalk and not enough time to cross	Paint marked crosswalk; Increase signal timing	Will investigate each request and make any needed changes.	Muna/DMW to investigate and make recommendation.	X-walk at Broadway/K St will be part of future pavement rehab project. Countdown Ped Indications will be scheduled.
I.5	7 votes	Alley just south of K St off Broadway	Alley is too dangerous	Install pedestrian scaled lighting, trim any landscaping that may block views, make sure alley is maintained	Alleys do not provide room for street lights, other than on power poles. Owners should consider.	DMW to investigate and make recommendation.	Owner can install dusk to dawn lighting.
I.6	6 votes	On Broadway from I St to L St	Too many cars parked on the street that obstruct the view when crossing	Install bulbouts at intersection crossings and chokers at any midblock crosswalks to increase the visibility of/for pedestrians	With UCSP, need to provide bike lanes and medians and narrower lanes will eliminate some on-street parking.	Beth/Bett to coordinate striping changes w/ next pavement project.	Bike lane to be studied. Currently is a bike route, and can only be changed by amending Bikeway Master Plan.
I.7.1	5 votes	Broadway between K and L St	No midblock crossing between K and L St, must walk all the way down to cross at the light to get to the bus stop across the street	Raised midblock crosswalk with flashing lights that lines up with the bus stop on west side of Broadway between K and L St	Will conduct a crosswalk study per Council policy and make a recommendation. Could be sent to Safety Commission for a recommendation.	Muna & Erica to conduct study and prepare report to safety commission w/ recommendation.	Per City Council Policy, this intersection did not warrant the installation of a X-walk. There is only 195 additional feet to walk to the bus stop, if using the X-walk at 'K' St.
I.7.2	5 votes	Broadway coming from L St	Ambulances use Broadway coming from L St when they could take H instead, its noisy all day and night because of the ambulances	Meet with hospitals/ambulance companies to determine best route choice	Routes are selected based on minimizing response times to calls. No changes proposed.	No action. Emergency response times dictate ambulance routes.	No Action.
I.7.3	5 votes	K St from Madison Ave to Third Ave	Not enough lighting for pedestrians	Install pedestrian scaled lighting along K St	Lighting provided at intersections.	DMW to investigate and make recommendation.	Existing street lights meet city standards.

Barriers to Walkability and Reliability for Chula Vista's Seniors and Disabled							
Focus Area 1: Northwest - I-5/E 54th Ave/I St - Progress Report							
Priority	Number of votes	Location	Problem	Solution	Implementation Measure	Staff Assignment	Status
I.7.4	5 votes	Broadway from J St to K St	No pedestrian scaled lighting, its too dark, need more lights	Install pedestrian scaled lighting along Broadway	UCSP may require additional lighting along Broadway.	DMW to investigate and make recommendation.	Existing Street lights are sufficient for vehicular travel and per city standards. Planning will require ped lighting in Urban Core area.
I.7.5	5 votes	Fifth Ave from D St to F St	High grade, too steep, can't walk with walker	Make seniors/disabled aware of other routes to take that do not require walking/rolling up hill	Grade is steep near C Street. Topography does not allow changes to be made.	No Action.	No Action.
I.7.6	5 votes	Broadway between F St and G St	Slanted and angled driveways - too slanted to walk with a walker	Redesign driveways according to standard recommended in policy matrix	With redevelopment projects, newer design driveways are required.	PXR to discuss w/ TEA.	Any new development requiring a building permit will trigger owner to construct ADA d/w.